



February 2019

Issue No. 333

The Journal of The Vintage Sports Car Club of Western Australia (Inc.)

VINTAGE METAL

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2018 VINTAGE STAMPEDE



PLUS: Dad's Army Christmas Function
Doug Todd and the Ballot V8
The Brothers Stanga and the Mille Miglia
Book Review: The Singer Story

February General Meeting – Monday 4th February 2019

Vintage Sports Car Club of WA (Inc.)

ABN 49 845 981 838

Telephone: 0400 813 141

PO Box 1127, GWELUP WA 6018

Email: admin@vscwa.com.au

OFFICE BEARERS AND OFFICIALS 2018/19

President: Vacant

Treasurer: Graeme Robson mobile: 0407 197 519 Email: graeme@slca.com.au

Secretary: David Moir mobile: 0400 813 141 Email: david.moir@iinet.net.au

Administrative Officer: Sheryl Swarbrick mob: 0416 025 667 Email: entries@vscwa.com.au

Membership/entries correspondence to Sheryl at: PO Box 7277, SPEARWOOD WA 6063

Club Management Committee:

Michael Broughton Mobile: 0418 921 544 Email: mbroughton356@gmail.com

Brian Eyre Mobile: 0409 105 602 Email: brianeyre@bigpond.com

Ron Fabry Ph: (08) 9457 9179 Email: rfabry29@hotmail.com

Ed Farrar Mobile: 0409 311 366 Email: edhfarrar@gmail.com

Mark Jones Ph: (08) 9387 3897 Email: markljon@iinet.net.au

Len Kidd Mobile: 0422 797 461 Email: an.len@live.com

Ivan Okey Mobile: 0447 267 938 Email: yekornavi@yahoo.com.au

Competition Secretary: Vacant

Dads Army: Ron Fabry Ph: (08) 9457 9179 Email: rfabry29@hotmail.com

Regalia Officer: Ivan Okey - Mob: 0447 267 938 Email: yekornavi@yahoo.com.au

Bar Manager: Graeme Whitehead - 0412 919 370

Membership/Entries Registrar: Sheryl Swarbrick — Email: entries@vscwa.com.au

Vintage Metal: Bob Campbell — Email: robertcampbell4@icloud.com

Ph: (08) 9279 7555 Mobile: 0419 849 835

Web Master: Frank Clay — Mobile: 0448 013 288 — Email: frank@tactico.com.au

Historian 1969 on: Len Kidd — 0422 797 461 — Email: an.len@live.com

Historian pre-1969: John Napier-Winch Mobile: 0429 439 007

Email: houseofwinch@gmail.com

Librarian: Mark Jones — (08) 9387 3897 - Email: markljon@iinet.net.au

CAMSWA Sport and Club Development Comm: Paul Bartlett 0419 907 378

Council of Motoring Clubs WA: Graeme Whitehead 0412 919 370

Concessional Examiner: Boyd Kolozs - Mob: 0466 791 298 - Email: kolozs@westnet.com.au

Chief Scrutineer: Barry Mackintosh 0497 136 523

Max Gamble (08) 9276 2903

VSCC Log Books: Coordinator Ivan Okey 0447 267 938

Eligibility Officer: Group JKL Max Gamble (08) 9276 2903

Eligibility Officer: Group MOPQR Neil McCrudden 0407 867 473

Eligibility Officer: Group N Steve Boyle 0419 904 734

Eligibility Officer: Group S Tony Brett 0427 004 709

FROM THE SECRETARY



New year's greetings to all our members.

We Need a President

I am writing this report as we do not have a President at the moment. At our AGM in November, we filled most of the positions on the Management Committee but we had no nominations for President. Our constitution provides that the committee can now second members to fill any vacant positions and we have set ourselves a target of completing this by the end of February.

The constitution provides for a position of Vice-President and we see this new role would be valuable in sharing the workload of the President's position. It will also allow the person in that role to under-study the duties of President, which would hopefully assist with succession in future years.

The club cannot operate successfully without a President and so the committee urges all members to give serious thought to who should take up this position for 2019. If you have any suggestions of suitable candidates or any questions about what's involved, please talk to former President Rob Ozanne or me – my contact details are inside the front cover and Rob can be reached on 0429 556 134 or jenrob@westnet.com.au

So far, we have seconded Len Kidd as a committee member and Brian Eyre has also joined the committee in his role as Chair of the Caversham Sub-committee. Also, Paul Wilkins has offered to help in the Vice President's position or as a committee member.

Changes to Vintage Metal

The Management Committee has decided to make some changes to the format of our *Vintage Metal* magazine to reduce the significant cost to members. We recognise that many members place a lot of value in being able to read the magazine in hard copy and for some, particularly our country members, it is their main form of contact with the club.

However, the cost of producing and posting eleven issues of the magazine each year represents around half of the club's income from membership fees: we spend around \$24,000 per year on the magazine and we take in around \$48,500 in fees.

We have decided to reduce the number of printed magazines to six per year i.e. *Vintage Metal* will be published in its current format in February, April, June, August, October and December. In the other months, we will publish an electronic newsletter which will have several pages giving details of coming events, minutes of the last general meeting and any other club news. We have around 30 members without email so we will post a printed copy of the newsletter to them.

We estimate this will save the club around \$9,000 per year while still providing good communication to our members.

Vintage Metal Needs You

We would also like to increase members' contributions to *Vintage Metal*. Our editor, Bob Campbell always welcomes articles and photos from members to add variety and interest to the magazine. To further stimulate contributions, we will send out an email to members a week or two before the closing date of *Vintage Metal* (usually the 11th of the month) reminding members to submit stories, advertisements, photos of recent events and the like.

Caversham

Some members of the Management Committee met with Peet Ltd just before Christmas to

discuss progress with the Brabham housing development and our tenancy in our current clubrooms. Ron Fabry, Brian Eyre, Rob Ozanne and I met with Peet's development managers and a representative from the Department of Communities (formerly Housing).

While the timing of the housing development has not been finalized – that is waiting on a decision on the location of the MetroNet rail station nearby – it appears we can stay in the current clubrooms until well into 2020.

We also discussed the option of a long-term lease on part or all of the clubrooms but any decision on this option will depend on an assessment of the condition of the buildings and the surrounding area. That assessment is planned for the first quarter this year. The Caversham sub-committee and the Management Committee will carefully evaluate this option and any others before seeking members' approval at a general meeting.

In the meantime, we will maintain dialogue with Peet Ltd and the Department of Communities to ensure the club's interests are protected.

David Moir

Do you know Robert Barrie Walton?

VSCC Secretary David Moir received the following message by email, asking for the club's assistance in contacting former Sunbeam Tiger owner Robert Barrie Walton.

Hello David

My name is Warren Lewis who purchased Robert's Sunbeam Tiger some 20 plus years ago, hope you don't mind as this is the only way that I hope to obtain the email address for Robert that I have. I would be grateful if you were able to pass on to me Roberts email address or forward this email to him, if in the event time has moved to a point where this no traceable way to do so, is there any records of his racing events with the Tiger while he was a member of your club that you could pass on to me as the Sporting Car Club of South Australia are holding a display of cars in this coming February, being the all British Day, cars that have raced during their life and are still preserved as in as new condition.

Thanking you in anticipation

Warren Lewis

If any of our readers know or know of Robert Barrie Walton and his Sunbeam Tiger, could you please contact Warren by email at wjlewis@internode.on.net or by telephone on **08 8296 6007** or **0438 822 700**.

Advertise in *Vintage Metal*

Advertise your business in *Vintage Metal* at very reasonable rates.

Vintage Metal is published bi-monthly with 6 editions per year (even numbered months), in A5 full-colour format with an approximate distribution of 400 per issue.

Copy closing date: 11th of the month prior to month of issue. Eg Copy for February issue due January 11.

Magazines are in members' mailboxes by the last week of the month prior to month of issue.

Contact David Moir

0400 813 141 — david.moir@iinet.net.au

VINTAGE SPORTS CAR CLUB OF W.A. (INC)

Minutes of General Meeting

held at the Clubrooms, Caversham, 12 December 2018

1. **Meeting opened:** at 7:25 pm by David Moir with 70 members and guests present
2. **Moved** David Moir, seconded Max Gamble that normal business be suspended to enable the enjoyment of the annual dinner. **Carried**
In handing the evening over to Rob Ozanne, David thanked Rob for his three years as President, his 11 years of club administration and for organising the dinner this evening. Rob was acknowledged with a round of applause.
3. **Perpetual Trophy presentations:**
 - Terence Smith Trophy Quiet Achiever for pre-1960 cars Ian Fry
 - Max Gamble Trophy Rob Ozanne
 - President's Trophy Graeme Whitehead
 - List Family Trophy Jamie Scott
 - Clem Dwyer Trophy Geoff Findlay
 - Healthways Rookie Official Trophy Brian Eyre
 - VSCC Official of the Year Paul Bartlett
 - Scrutineers' Choice of Car of the Year Ivan Michelsen
 - John Davies Trophy for Most Understanding Scrutineer Max Gamble
 - John Mulheron Trophy for Most Consistent Austin Healey Ian Wookey
 - Shannons Insurance Trophy for Northam Peter Pelham
4. **Historic Regularity Championship Trophy presentations:**
 - a. Group JKL Geoff Findlay
 - b. Group MNOP Dillon Quinn
 - c. Group N Laurie Lapsley
 - d. Group S Peter Pelham
 - e. Modern Tony Brett
5. **Meeting closed:** 10:00 pm

NOTE! DEADLINE FOR ARTICLES AND ADVERTISEMENTS FOR THE APRIL 2019 ISSUE IS MARCH 11, 2019.

DISCLAIMER: The Vintage Sports Car Club of WA (Inc.) accepts no responsibility for any problems resulting from any products, services or procedures advertised or written about in this journal. Advertisers or their representatives, outlets or agents must ensure at all times that products and/or services represented are suitable for the advertised purpose and intended use. Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, its membership as a whole, or the Editor.

All Historics Tour Cancelled

The historic racing festival that was to have been spread over two weekends in October has been cancelled. The Perth Classic at Barbagallo Raceway that was scheduled for October 25-27 has been rescheduled as a normal race meeting, while the Collie Historics that should have happened the previous weekend, October 18-20, will now remain in the calendar as the 2019 Coalfields 500, promoted by the VSCC of WA with the assistance of MSW.

Register of Approved Vehicles

Neville Horner, Secretary of the Council of Motoring Clubs of WA (CMC), has told us of a meeting with the Commonwealth Department of Infrastructure, Regional Development and Cities (DIRDC) to discuss the revised conditions under which old cars will be imported into Australia. It was attended by Doug Young, Chairman of AHVIG (Australian Historic Vehicle Interest Group) on behalf of various state based groups including the CMC.

All vehicles imported must be entered on the register mentioned above (RAV), but older vehicles in need of restoration can be brought in under a RAV Entry Approval. After the vehicle is made fit for use on a public road it can be entered on to the RAV. However, no provision has been made for a change of ownership before the RAV entry. In other words, if the restoration cannot be completed by the original importer, any change of ownership would be illegal until after RAV registration. Doug pointed out that the family of the original importer could be left in an impossible position if the importer should suffer a major health problem or indeed die before the car is ready for RAV entry.

This and other anomalies to do with older imports were raised by Doug and the DIRDC accepted that further discussion was necessary. As a result, Doug is to meet again with the department for detailed discussion of the situation regarding cars more than 25 years old. That meeting is to take place in February.

Neville will keep in touch with our secretary David Moir and inform him of future developments. With luck, the final decision will be favourable to those wishing to import classic and historic cars for restoration.

Code 404 Concessional Licences

The Department of Transport (DoT) has completed its review of Code 404 licensing and considers that the review is done and dusted. The two representatives from DoT who worked with the CMC on matters arising from the review are no longer involved with Code 404 issues. However, two new representatives have been nominated so that the cooperation between DoT and CMC can continue.

David Moir has received a complete listing of the requirements for Code 404 licensing from the CMC and can supply this information to any VSCC members who wish to examine it.

Vintage Metal Changes

As David has described in From the Secretary, there will be only six issues of Vintage Metal each year instead of the eleven you have been enjoying. Bob Campbell has pointed out that he still needs photographs from VSCC race meetings and social events and, if possible, an account of proceedings from someone who was there.

The magazine will be sent out for each even numbered month. The deadlines will be the 11th of the preceding odd numbered month. For example, the deadline for the April issue will be March 11 and it should be in your letterbox by the last week of March.

Remember, deadlines for copy and ads fall on the 11th of each odd numbered month!

VSCC OF WA CALENDAR 2019

February

- 4 General Meeting
- 9 Workshop Saturday
- 12 Club Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army

March

- 9 Workshop Saturday
- 11 General Meeting
- 12 Management Committee
- 18 Competition Group
- 19 Dad's Army Working Bee
- 26 Dad's Army

April

- 6 Lindsay Monk Hillclimb, Mt Ommaney Club Hillclimb Ch'ship Rd 1
- 6 Minson Ave Motorkhana, Northam
- 7 Northam Flying 50 Club Regularity Ch'ship Rd 1
- 8 General Meeting
- 9 Management Committee
- 13 Workshop Saturday
- 15 Competition Group
- 16 Dad's Army Working Bee
- 23 Dad's Army

May

- 4 Workshop Saturday
- 6 General Meeting
- 14 Management Committee
- 20 Competition Group
- 21 Dad's Army Working Bee
- 28 Dad's Army

June

- 1 Mt Clarence Hillclimb Club Hillclimb Championship Rd 2
- 2 Albany Classic Club Regularity Championship Rd 2
- 8 Workshop Saturday
- 10 General Meeting
- 11 Management Committee
- 17 Competition Group
- 18 Dad's Army Working Bee
- 25 Dad's Army

EDITOR'S RAMBLINGS



Farewell to International Historic Racing Identity

As I was preparing this issue of *Vintage Metal*, the news came through of the passing of Peter Giddings, owner of the Lago Talbot that I had a seat in while it was on display at the RAC in 1995 (see left). Those of you who make an annual pilgrimage to Phillip Island would have seen or even met Peter, who was a regular at the island.

The RAC sponsored the appearance of the car at the York Flying 50 on September 3, 1995. This extended the car's Australian sojourn which was originally intended only to include historic races in the eastern states including at the

Australian Grand Prix in Melbourne in March 1996.

According to the York Flying 50 programme, the "Large Tablet" was the ex-Doug Whiteford car that won two Australian Grands Prix, 1952 at Bathurst and 1953 at Albert Park. However, the Whiteford car was chassis number 110007, which Giddings had owned back in the 1970s. The car that appeared at York and Melbourne was chassis number 110054, built in 1949 and raced mainly by Philippe ("PhiPhi") Etancelin, who bought the car from the receiver when Anthony Lago's Automobiles Talbot collapsed in 1950. (Information from John Blanden's *Historic Racing Cars in Australia* and *petergiddings.com*.)

No wonder so many motoring historians have white hair!

Old and Vintage Parts

One of our Dad's Army members slipped me a piece of paper while we were at the clubrooms. The name and details on it were for Ross Luppino, located at the rear of 3 Seabrook Street, Mount Hawthorn. The telephone number for Ross is 0417 966 000.

I rang Ross to find out why I had been given his name and he turns out to be a possible source of many spare parts for those of you who are rebuilding/restoring/recreating historic sedans and specials.

Ross has sheds full of body and mechanical parts for British and European cars plus many parts for XW and XY Falcons. There are Lucas electrical parts, brake parts from Girling and others, Solex and Dellorto side-draught carburettors and more. The British parts include lots of Jaguar bits plus Rover P5 and P5B and 1950s Morris Minor. European parts include lots of bits, mechanical and electrical, for Alfa Romeo.

Give Ross a ring if you are looking for a rare part, or pop out and see him. Mention the VSCC and my name so he knows where you are coming from.

Thank you to all who helped

I have had a lot of help with this issue of *Vintage Metal* from a number of VSCC members. Thank you to Ron Fabry for his description of the Dad's Army Christmas Function and his tribute to the late Ron West, whose family hosted the Christmas Function so soon after Ron's passing.

I have had photographs of the Vintage Stampede from Vicki Clark and Brian Eyre's son Sean, of Dad's Army and the Christmas Function from Ron Fabry and Mark Duder plus the shot of Ron West from Paul Wilkins and Bryan Scrivenor's Singer from Graeme Cocks.

Also thanks to Bill Buys for the Peter Giddings obituary and the Stanga brothers story.

Bob Campbell

DAD'S ARMY NEWS

Dad's Army Christmas Function

Well where do I start!! With Ron West the owner of Westcoast Motor Museum passing away on the Saturday before our Dad's Army Christmas Show which was booked in for the following Tuesday. It became a bit of a decision on what to do. I rang Gary West, Ron's son on Sunday morning to discuss whether to cancel the show or what, and I must thank both Gary and his sister Rhonda and their families for deciding to let us run our Christmas Show. As Gary said, "I know Dad was looking forward to you guys coming down and he would have wanted us to run it."



In happier times. Two old Tuart Hill Primary School boys from 1950 toasting one another. The late Ron West (left) with Paul Wilkins. Picture courtesy Paul Wilkins.

If you ever knew Ron I think a Funeral Notice one of his friends placed in The West Australian paper on the 14/12/18 sums him up well. It read:

HIS LIFE WAS HONEST HIS
ACTIONS KIND
ALWAYS OFFERED A WILLING
HAND WITH AN ACTIVE MIND,
LOVED TO PLEASE BUT NOT
SCARED TO OFFEND
A CARING MAN AND FAITHFUL
FRIEND

Again all of the VSCC and Dad's Army guys thank Ron's Family for letting us have this event.

The Christmas Show

Well all I can say is Graeme Whitehead and his helpers cooked up another great lunch. THANKS GUYS!

These Christmas Shows are becoming bigger with this one attracting over 40 guys and I think they all enjoyed it.

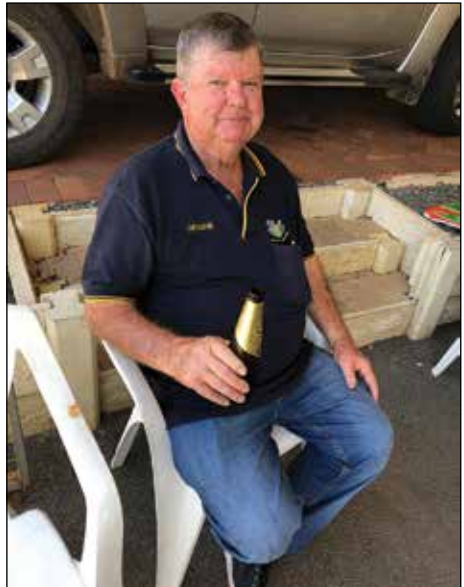
Ron West's and Ron Meredith's cars are really worth looking at. The museum also has a 50's style diner and over 60 different cars on display. Lets hope someone can keep this Motor Museum going for future generations to enjoy as we do.

Again I thank all who made this event happen.

Ron Fabry

Dad's Army in December

The regular Workshop Saturday and Dad's Army Tuesday took place in December and work continued on the Perkolilli Model A plus the usual maintenance and tidying up of the clubrooms.



Graeme Whitehead takes a well-earned break



Kevin Dorn and Glynn Allison at the Single Spinner barbecue



Taxi! A great looking Yellow Cab on display

The Model A is looking a bit more like a car, but the engine and gearbox are still being

prepared. The Model A club is coming to the assistance of the team with useful parts. Things are looking good for having the Model A up and running for the Red Dust Revival in September.



A colourful line-up of speedway midgets



Ron Fabry with Ron West's family

Below: Kevin Dorn, Ron Fabry and friends at lunch

Below right: Dad's Army tuck in to lunch



Peter van der Struyf and Kevin Dorn with Ford 10 and Vauxhall Vagabond



Alan Armstrong and Tony Brett with Ford V8s



Ivan Michelsen and Denny Cunnold take the Caversham Car for a spin



◀ Robin Ferguson-Stewart and Nick Daniele with the Model A.

▶ Model A from right. Ron Fabry says: "I told the engine builders to hurry!"



DAD'S ARMY DATES – 2018/2019

	WORKSHOP SATURDAY	WORKING BEE TUESDAY	DAD'S ARMY TUESDAY
FEBRUARY	9	19	26
MARCH	9	19	26
APRIL	13	16	23
MAY	4	21	28



Doug with his beautifully recreated Ballot V8, the "Ballott".

DOUG TODD AND THE BALLOT V8 BY BOB CAMPBELL

Long time VSCC member Doug Todd has a varied motor sports history, beginning with racing speedway sedans at Forreestfield. He moved from there to TQs, go-karts then road racing in Formula Ford. Squeezed in there was a very brief

stint racing speedway midgets at Claremont. He told the other midget drivers that they were mad and left them to it.

Along the way Doug fitted in a few years in the RAAF.

He also acted as pit crew for Terry Le May and Bob Pinkerton and was a flag marshal at Caversham. In fact, he was on duty at the flag point at the other end of the straight when Mick Geneve had his fatal accident in his Chevrolet special that was based loosely on what was left of the Ballot. Was this when Doug's interest in (obsession with?) the Ballot began?

According to John Blanden's *Historic Racing Cars in Australia*, the engine from the wrecked car was sold by the Geneve family and "the remaining debris from the special, together with the remains of the Ballot, were considered junk and taken to a tip and disposed of."



Some of the photos Doug used in recreating the Ballot bodywork.

Doug found that the Ballot parts had not been taken to the tip, but had passed through various hands since the 1959 crash. He was able to trace the chassis and axles plus the cylinder block from the flathead V8 that was replaced by the Chevrolet.



At this stage it is worth pointing out that the Ballot was a bit like Grandfather's axe. So many parts had been replaced that there was very little left of the Targa Florio model Ballot that was imported from France by one Alan Cooper in the early 1930s.

The car started life in 1928 with a 2-litre twin overhead camshaft four cylinder engine



boasting four valves per cylinder and was a very advanced engine based on the Henri design school that originated with the 1912 Grand Prix Peugeots. It arrived in Victoria in 1931 and was raced by Cooper and others until it was badly damaged in a crash at Phillip Island in 1935. The damaged car was sold to Doug Carr of Perth, who intended to rebuild it, but instead sold it on to Jack Nelson.

Jack found that the chassis was damaged beyond repair, so a 1929 Chevrolet 4 chassis was adapted to fit the Ballot mechanicals and handle. The rebuild was completed with the

two-seater body. Grandfather's axe had a new help of intercity record breaking driver Len Hope. Hoping to coax more power from the Ballot engine, the two stretched the rev limit from 4000 to 4500 rpm, which caused an expensive bang as the crankshaft snapped at the last crankpin.

Repairing the Ballot engine was beyond Jack's resources, so a replacement was found in a 1934 Ford V8. Grandfather's axe had a new head! To be fair, the axles, brakes and wheels were still from the Ballot, but not much else, especially after the car was rebuilt into a single-seater in 1939. Before that, the Ballot V8 had won the Mount Clarence Hillclimb in 1938 and the 1939 Albany Grand Prix around the houses race. In July 1939 it recorded 107.14 mph for the flying quarter mile and set a state record for the standing quarter mile at 16.5 seconds.

Other successes Jack had with the Ballot V8 included first places at the Dowerin Miniature Grand Prix and the Perkollili Championship in 1937. He also finished third in the Bunbury Flying Fifty in 1938.



With its new single-seater body in place, Jack took the car to Lobethal, South Australia for the races on January 1, 1940. It lasted only four laps before succumbing to the heat. He fared better than the other WA competitor, Alan Tomlinson, who finished up in hospital in Adelaide after comprehensively crashing his MG TA.

The Ballot was sold to Syd Barker, who entered it in the 1951 Australian Grand Prix at Narrogin and the races at Mooliabeenie the week before where it was driven by Rod Denney. It retired from the Grand Prix and





its day had almost certainly passed, but Syd managed to win all three races he entered at the Toodyay Speed Classic in 1947 and was second to Syd Negus (Plymouth Special) in the Air Force Handicap at Pearce Air Force Base in 1950.

Dave van Dahl is reputed to have owned the car for a time, but it then passed to Vin Smith and Bunny Court, who fitted disc brakes and telescopic shock absorbers and raced it a few times at Caversham.

The final owner of the Ballot V8 was Mick

Geneve, who found that the old chassis was no longer competitive and performed a total rebuild that used the Ballot wheels and a few suspension parts. It had Volkswagen front suspension and a Ford rear end, but the big change was a Corvette V8 engine. Mick's fatal crash tore the car apart as described above and left little more to discover of the Ballot V8 but the modified Chevrolet 4 chassis, the front axle and differential housing plus a sad looking flathead V8 engine.

Doug started out with that unpromising heap of parts plus photographs of the car at various points during its career. He decided to recreate the car as it was in the late 1940s and early 1950s, basically as it was when Syd Barker owned it.

After a debate with CAMS about whether the car could be called a Ballot, Doug has badged it as a Ballott. The chassis is cleaned up and the Ballot front axle installed with a drop link steering set-up that looks remarkably like that used on many speedway cars. The steering box is from a 1939 Chevrolet.



The back axle is from a 1939 Peugeot 301, a massively strong axle that accepts the centre from a Peugeot 505 station wagon differential. Now that surprised Doug. Brakes are 10-inch drums with tandem two leading shoes.

Motive power is supplied by a 1939 Ford V8 with a 4½-inch stroker crank giving 286 cubic inches (4.687 litres). The V8 drives through a 1938 Ford 3-speed gearbox. Doug pointed out that all of the engine parts are available as over the counter items from the USA, including uprated main bearing caps, crank, con-rods and pistons. This engine should be reliable.

As well as information from Doug Todd, I researched John Blanden's *Historic Racing Cars in Australia*, Terry Walker's *Around the Houses*, Graeme Cocks's *Red Dust Racers*, Graham Howard's *The Official 50-race History of the Australian Grand Prix* and Dennis Harrison's *With Casual Efficiency - The Story of the Sporting Car Club of South Australia 1934-1994*.

A problem with gathering information about this car is that it has been confused by some writers with the Jim Gullan Ballot that started out as a one of a team of four 5-litre cars built for the 1919 Indianapolis 500 race. It was brought to Australia in 1925 and raced at Melbourne Motordrome in December 1925 and Maroubra Speedway in January 1926, where it crashed badly and had to be rebuilt. It passed through various hands before being acquired by Jim Gullan in 1938. He had the straight-eight engine blow up comprehensively and fitted a modified Ford V8, so the Gullan car became a Ballot V8, but not "our" Ballot V8.



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THE BROTHERS STANGA AND THE MILLE MIGLIA

BY BILL BUYS



One of the surviving Stanga cars, the Barchetta, still competing in the modern version of the Mille Miglia

Australia is well-known as a source of racing specials and various specials featured strongly in the top level of racing in this country until the late 1950s – even later if you consider Eldred Norman’s amazing Zephyr Special.

However, there was an equally strong tradition of special building in Italy. They built so many that the late Denis Jenkinson coined a name for them, Etceterinis. Most were based on small Fiats and this is the story of one of the less known marques among the

Etceterinis. Bill Buys tells the story.

IN Australia, and many other parts of the world, keen amateurs who couldn’t afford factory racing cars, simply built their own. Hence there were some weird and wonderful machines in among the works cars from Ferrari, Maserati, Mercedes-Benz, Auto-Union, Gordini, Vanwall, Cooper and a few others. Very few of the home-built specials ever got to a podium, but the pride of having an hour or more (usually less) in the company of the racing elite made the effort well worthwhile.

While most of the specials were single seaters, it was a different story in Italy, where, from 1927 to 1957, every Italian car enthusiast dreamt of racing in the Mille Miglia. It was an event for road-licenced cars that enthralled the nation – and most of the world – and was run from Brescia in northern Italy to Rome and back, a distance of 1000 miles. It gave the Italian carmakers a chance to show what their products could do, and also attracted entries from other European nations.

It was run on public roads and through the narrow streets and over bridges of countless towns along the way, all of them lined with enthusiastic fans – more than five million of them each year. But it was for sports and touring cars, not single seaters and it was responsible for the popularity of brands such as Fiat, Alfa Romeo, Ferrari and Maserati, Mercedes-Benz, Renault and later, Porsche.

Times were tough in the post-war years, and the cheapest car in Italy was the Fiat 500 – which soon became the basis of many a home-built sports car. As well, Fiat rewarded drivers of specials using its parts if they won their class, as Dino Brunori reports in *Veloce Today*. This is his story of three brothers and how they realised their dream.

Gianfranco, Camillo and Sandro Stanga were the sons of a Fiat dealer based in Orzinuovi, 20km south of Brescia. The boys had literally grown up in the dealership’s workshop, where their passion for engines had fuelled their dreams of racing, first and foremost in the Mille Miglia. When the race resumed after the interruption of the war years, Gianfranco and Camillo decided to build their own car in the family workshop.

The work began in 1948. Starting from a chassis with a Fiat 500A engine built in 1938, they

assembled a 'barchetta' car, equipped with Borrani wire wheels and modified the engine with the adoption of a Siata head, which in those years dominated the minor racing categories. The body in aluminium was built by Cervi & Corna of Brescia, a workshop mainly devoted to the transformation of cars into vans, a typical operation in Italy in the post-war years.

The two brothers started the 1949 Mille Miglia in their Stanga and ended 123rd overall. It was a good result but almost two hours behind the Fiat Benedetti of Maggiorelli, winner of the 750 sport class.

This result convinced them to prepare a new car that would be far more competitive. At the start of the 1950 race, the Stanga presented a 'siluro con parafanghini' (torpedo with fenders) built with a tubular Gilco frame, equipped with a Giannini G1 engine of 625cc with a Siata head and aluminum body made by Rocco Motto of Turin. The race was lashed by rain but our two heroes arrived 33rd and second in class, behind the Fiat Patriarca of Leonardi.

The discomforts suffered with the 1950 car convinced them to prepare a new car for 1951, a more comfortable 'barchetta' with bodywork by Motto, and again a Gilco frame and the Giannini G1 Siata engine. The car, the third built by the brothers, brought them back to Brescia 40th, still second in class but 30 minutes quicker than in 1950.

The car went perfectly and the brothers, after making further changes to the engine, returned with essentially the same car for the start in 1952. But this time the engine broke on the way back near Siena, forcing them to retire, after having achieved second in class at the mid-point of Rome.

For the 1953 edition, they decided that they had enough rain and cold, and so they commissioned a small berlinetta from Rocco Motto, still based on their classic Gilco / Giannini/Siata scheme. The car's body was a scale copy of the Fiat 8V. Although the car was comfortable, the results were miserable and they finished 168th. With the same car the two brothers showed up at the start of the 1954 Mille Miglia, but they were again forced to retire.

Disappointed by the failures of the last two editions, Camillo bought back the torpedo they created for the 1950 event and entered it in the 1955 race. Sitting beside him was his third brother, Sandro, who had replaced Gianfranco, and the two managed this time to return to Brescia with an honourable 123rd. But now the competition was getting even tougher; on the scene appeared the bialbero engines of the Bandini and Moretti, with more horsepower than the old Giannini.

But the brothers didn't mind for it was a romantic endeavour; being on the start line was more important than the result. At the beginning of 1956 Gianfranco bought back another of their earlier cars, the one they drove in the 1952 Mille Miglia. He entered the penultimate Mille Miglia without a co-pilot. But luck left him even before arriving in Rome.

After 1956 Camillo decided to build a new sport, the fifth car built in the family. Again using a Gilco chassis, he decided to adopt the mechanics and the engine of the Fiat 600, tuned up to 750 cc and a body built by Carrozzeria Manerbiese in a very shapely aluminum body as per the form of racing sports cars of the period. But results were again poor.

The 1957 event would be the last Mille Miglia and the last of the family Stanga race cars. The end of the race in 1957 was the finish line of the cars built by the brothers, although Gianfranco continued to race, becoming an official driver for OSCA and winner of the Italian hillclimb championship in 1962.

Two of the cars survived: the barchetta (third car) still owned by the Stanga family and the sport (fifth) in the hands of a collector in Brescia. Both cars still appear in the Mille Miglia of today, as a remembrance of those years when you could build your own car and enter it in a great race.

2018 VINTAGE STAMPEDE

PHOTO GALLERY

Richard Baird (Terraplane) and Gary West (Dodge Special) chased by Leon Magistro's Reynard



Richard Baird (Terraplane) and Geoffrey Jagoe's Birkin S3 clubman



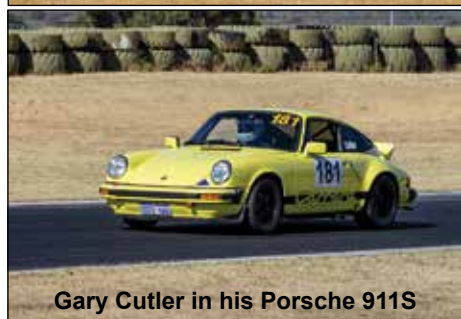
Neil Calvin (Mk I Escort and Shane Udecz (Mk II Cortina GT)



Craig Thompson in his Van Diemen RF82 FF2000



David Dearden's Bowen FV and Geoffrey Jagoe's Birkin S3



Gary Cutler in his Porsche 911S



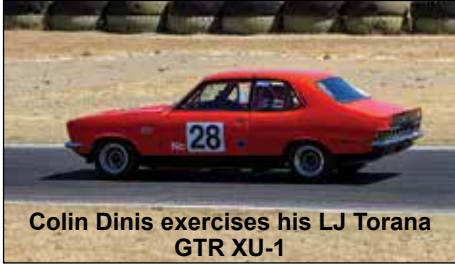
Gary West in his Dodge Special



Michael Bond eases the Commodore past Glenn Badger's Escort Mk II



Cameron Jones and Raymon Panizza both in Mk II Escorts



Colin Dinis exercises his LJ Torana GTR XU-1



Greg Nicholas' Z-car is bracketed by Laurie Lapsley and Mike Gallagher in Mk II Jaguars



Dick Ward in the remarkable Fiat



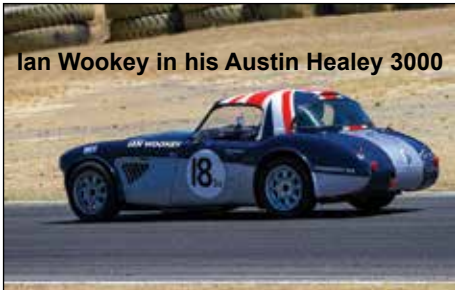
Dennis Cook presses on in his EH Holden



Don Behets' Ford Galaxie



A horde of sedans hurtles over the hill



Ian Wookey in his Austin Healey 3000



The Ilich family Brabham BT30 is chased by Craig Thompson's RF82



Craig Thompson in his Van Diemen RF82 FF2000 followed by a very sideways Glenn Swarbrick (Macon FF), Andrew Nielson (Van Diemen RF02) and Mike Connell (Elfin 620B FF)



Jim Newell's immaculate Cooper S



Mike Rowe's Falcon Rallye Sprint chases John Rowe's Lotus 18 FJ



Laurie Lapsley's much raced Jaguar Mk II



Stuart Kostera (Ford Thunderbolt) chased by Mark Synnot's Holden



Leon Magistro's Reynard and Glenn Swarbrick's Macon FF in close company



Peter Mace's Clubman just ahead of Mike Connell's Elfin 620B FF



Mike Moylan's Galaxie closely pursued by Craig Bradtke's Honda Integra



Mike Moylan and Don Behets in Galaxies hold off Colin Dinis's Torana



Ryan Condren's Escort and Andy Freeman's Mk II Cortina



Mark Duder's Alpine A110 holds off Peter Harrold's 280Z and Laurie Lapsley's Jaguar



Brian Eyre (Peugeot 205 GTi follows the field



Brian Eyre (205 GTi) with Mark Duder (Alpine) and Tony Fowler (TR3A)



John Lyus (Ferrari Mondial T) with Mark Jones (Triumph TR4)



Josh Copeland (Alfa GTV) in company with Brian Eyre (205 GTi)



Len Kidd's 911T holds off Greg Nicholas's Z-car



John Lyus (Ferrari), leads Ian Wookey (Austin Healey 3000) and Ivan Olsen (Alfa GiuliaSuper)



Graeme Paynter pushes his Porsche 924



Brian Eyre gets the Peugeot out in front



Garry Edwards presses on in the BMW 2002



Callum Rowe and Greg Nicholas at play in their Z-cars



Brian Eyre's 205 GTi chased by Tony Fowler's Triumph TR3A



David Ward picks up a wheel in the 911

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VALE PETER GIDDINGS



Peter Giddings, one of the world's most widely recognised vintage car racers, passed away on Sunday January 6 at his home in Northern California after a long fight with prostate cancer, Vintage Racecar reports.

He was 79.

In a vintage racing career that began over four decades ago, Peter owned and/or drove many of the greatest cars ever to turn a wheel on a track. While he owned and enjoyed a number of post-war racecars, his passion was the great pre-war racers.

Bugatti, Alfa Romeo, Ferrari, Talbot-Lago, Delage and Maserati are some of the marques he has owned and raced. In addition, he was invited to drive a number of priceless racers including several of the legendary pre-war Mercedes-Benz Grand Prix cars.

Giddings traveled the world in his business career but also as a racer, regularly competing at race tracks in England, Europe, Australia, New Zealand, Thailand, Canada, Bahamas, Mexico, South America and of course, all over the United States.

He was always willing to share his vast knowledge of his cars with anyone interested and his passion for racing was well known.

Giddings was a true gentleman racer and a wonderful ambassador for vintage racing, promoting the sport wherever he competed. Besides racing, Peter wrote many fine articles for magazines, showed his cars at charity events, was a sought after speaker and racecar historian.

He won many awards during his career including the prestigious title of "Grand Master" after winning the North American Ferrari/Maserati Historic Challenge several times.

Giddings and his wonderful collection of racing cars were icons of the sport and drew crowds of admirers wherever he raced around



the world. He was the epitome of a vintage racer, racing hard but always fairly in his collection of historic racecars. The last couple of years Peter raced two outstanding examples of historic Lancia racing cars – a 1954 D24 spider and a 1956 D50 Grand Prix car.

Peter is survived by his wife Judy, his daughter Karen and his Great Dane, Lord Havelock, aka Havoc.

To truly appreciate all the elements of Giddings life in racing, visit his website www.petergiddingsracing.com





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Trade Displays Welcome

Site: \$15.00 each (Admits one)

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Public Entry – 7.00am FINISH: 12.00 Midday

Buyers \$5.00 per person (Kids Free)

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E Mail : splinter37@gmail.com

Bookings not necessary enrollment forms on day of event

NO DOGS ALLOWED AT THIS EVENT

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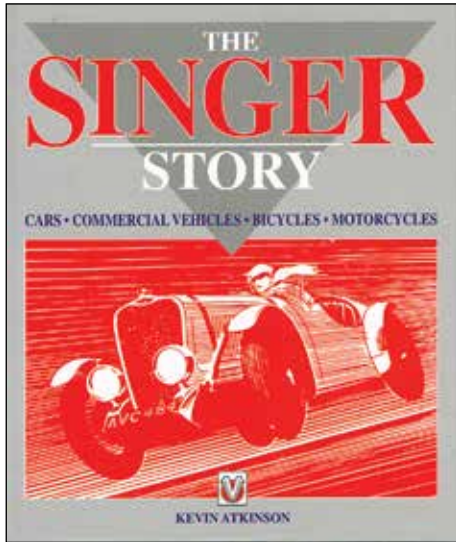
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COLLECTORS' BOOK REVIEW: THE SINGER STORY BY KEVIN ATKINSON



Singer was one of Britain's leading marques in the between the wars years, and there are many fine old Singers owned by proud collectors and competing in historic motor sport, but very few books have been written on the history of Singer. Kevin Atkinson's *The Singer Story* is probably the only comprehensive history of the marque, and it is a fascinating read.

Like many other car manufacturers, Singer started out building bicycles and was a highly respected manufacturer of "ordinary" bicycles, what we know as penny-farthings. Cycle manufacture continued until 1928.

The next step forward was to motorcycles then, in 1904, to motor cars. The first Singer cars were designed by Alex Craig and had an unusual underfloor engine. From 1907 Singer used bought in engines, initially from White and Poppe, and the Craig cars quietly forgotten.

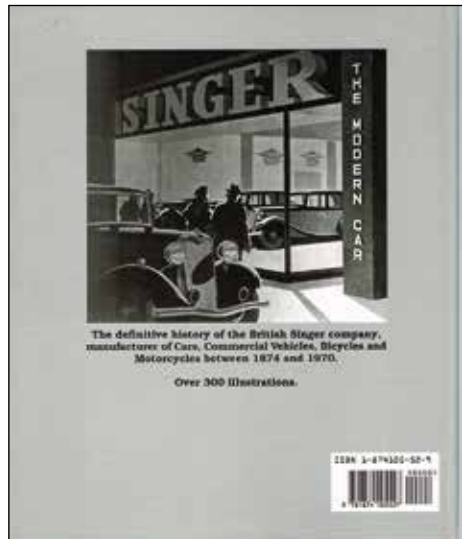
In 1909 the company failed but was reconstructed and continued in business.

Singer was successful, both as a company and in competition, running cars at Brooklands and in the popular trials of the time. Records set by Singer cars at Brooklands were beaten only by models with much larger engines, usually purpose built racing models, while Singer used production engines with minor modifications.

The First World War provided a great commercial opportunity for Singer. The company supplied many 10 hp cars and vans to the war office and also manufactured munitions for the war effort. Motorcycle manufacture ceased in 1915 and was never resumed.

At the end of the war the company was in a strong financial position and was able to acquire the Coventry Premier company when that company failed. Singer didn't want the Coventry Premier products, but needed the factory space. Nevertheless, badge-engineered Singers were sold as Coventry Premiers for some years.

Talk about British motor racing in the 1920s and 1930s and the names of Austin and MG tend to predominate, but Singer was right in there with extremely competitive small cars. Apart from successes in racing both at Brooklands and in





Europe, Singer performed well in trials and rallies, including the Monte Carlo Rally. The book also mentions the Singer that won the 1934 Australian Grand Prix (Bob Lea-Wright) and had other successes in South Australia in January 1938 (Noel Campbell) and in Victoria at Phillip Island in March of that year (Arthur Beasley). See the image at bottom left for pictures of Noel Campbell's car and Singer Le Mans cars.

A Singer Bantam special with a Western Australian connection is Bob Spikins' supercharged Bantam described in the May 2015 issue of Vintage Metal.

Atkinson follows the company through hard times in the late 1930s and into World War II when the Singer factories produced a vast number of products for the aircraft and transport industries as well as 367,029 jerry cans, many thousands of steel helmets and "6,922,307 small details delivered separately".

The postwar years began with new production of prewar models, until the SM1500 model was introduced in October 1948, initially for export only. Interestingly, the book also mentions three Australian produced Singers during this early postwar period, an SM1500 based ½-ton ute, a Singer 9 ute and a tourer using the 1500 engine.

It seems that the company lost its way in the early 1950s and tried different projects including a light tractor and a fibreglass bodied roadster, the SMX. An updated version of the SM1500, the Hunter, also appeared.

Sports car manufacturer HRG began using Singer engines and developed a DOHC version of the 1500 engine. Singer also developed a DOHC 1500 that went into the Hunter 75. However, the company was losing money and in December 1955 the Rootes Group took over Singer.

Although the Minx based Gazelle, initially with the Singer 1500 engine, and the later Super Minx based Vogue and Imp based Chamois sold well, Rootes was in trouble. With the Chrysler takeover both Gazelle and Vogue became Hillman Hunter based and the Singer name disappeared in 1970.

The book is available from booktopia.com.au, automotobookshop.com.au and abebooks.co.uk at various prices from \$50 to \$111, or you can get a Kindle edition from amazon.com.au for \$39.99.



been slightly on 2117. The road record was again set at 2230 in the summer of 1938 when the body would be redesigned to increase the road speed slightly with a higher roof line.

On January 3rd, Noel Campbell entered a sports bodied Bantam in the South Australian Grand Prix, winning the number 34. The car finished the 100 mile course in first place at an average speed of almost 100mph. In rather different weather conditions but after days later, just as previous records were set by Singers in the January 1938 Easter trial. There were also five others and four firms, with one of the most remarkable attempts being that of F. G. Bourgeois who entered a 12hp Grayhound Coupe and even a silver record for his trouble after just talking on Paddy Bridge. The Laurel's Gold had some serious problems according to Singer drivers at his very first race before just five years earlier when almost his time that number was won.

In 1934 Bob Lea-Wright had won the Australian Grand Prix using a borrowed engine from Arthur Beasley's Le Mans. Four years later it was Beasley's own car that won the Victorian Sporting Car Club's Grand Prix meeting at Phillip Island on March 26th. Both Lea-Wright and Beasley were successful over a number of years and won several awards in Australian hillclimb and sprints.

The First Annual Central Meeting for Singer Motors Ltd. was held on October 27th, May 1938. It covered the period from the takeover in December 1939 to March 31st 1955, as it was felt the latter date was a more convenient one than the original December, although the organizers developed a leading profit of over £50,000, by the time of the necessary adjustments were made the net result was a loss of £32,898. Although this was disappointing to the directors, it was considered that it was due to various difficulties which for the most part have been overcome.

It was announced also that the racing programmes for Goodwood House and Lavonia Street had been dropped.

Another change had been the introduction from 21st August 1955 of one week's paid holiday for workers which, it was expected, would cost the company £87,500 in a full year. Withdrawal from competition by Rover also drove some Singers at Le Mans along their drivers.

Bob Campbell winning the South Australian Grand Prix in his sports bodied Bantam.

Bob Campbell and the most successful Le Mans for a Singer 9 - Jacques Singer's special kind of Le Mans.

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Bob Campbell

JKANDL SQUARE RIGGERS UPDATE



NO REST FOR BRYAN

Bryan Scrivenor's Singer Special is now assembled and painted and ready for VSCC events. Based on a Singer chassis he had hanging on a wall for decades, Bryan's Singer Special has a 1939 chassis, front axle, diff and four speed gearbox all from Singer with 18inch wire wheels. The 1198cc single overhead cam engine has been supercharged by Bryan with an SC14 Roots blower.

PERKO GOING GANGBUSTERS

With eight months to go to the Lake Perkolilli Red Dust Revival, things are really hotting up. At latest count, a total of 44 expressions of interest have been received including 11 cars from interstate and one from the United Kingdom.

Ford is represented by 10 Ford Model Ts, seven Model As and three V8s.

There are already three Austin Sevens entered and we're all hopeful that more Austin aficionados will fly the flag for the famous marque. Nigel Makin is getting his replica of the Eric Armstrong Triumph Super Seven ready to keep the Austins honest. There is even a rumour of the White Mouse being driven at Perko by Jack del Borrello before Jack gives it an





80th anniversary refurb.

Richard Baird is planning to mark his father's string of Australian speed records set on the clay pan with a Terraplane roadster he has purchased just to compete. Rod Cocks is hard at work on the Buick Special to make it more period correct. Peter Harrold is looking for wire wheels for his new Chrysler.

We are all hopeful that the cars being built for Perkolilli will find their way into our other club events. 2018 was a great year for the JKL group and with Northam and Albany to come before Perkolilli we should have some great events this year.

The Goldfields Branch of the Veteran Car Club is holding a pre-Perkolilli rally from the 5th to 8th of September, giving those who want to attend or participate in the Perkolilli event a

three day break to relax or prepare. If you wish to participate in this rally, contact Alex Gallo at alex.noelene.gallo@gmail.com.

That's it for now.

Heza Henry

For Red Dust Revival information go to www.motoringpast.com.au or email Graeme Cocks at perkolillimc@gmail.com



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2019 Shannon's Classic Car Show

Sunday 24 March 2019

The Classic Car Show is returning to Ascot in 2019 and we would like to begin planning early. If your club would like attend, please complete this Club Booking form and return to classiccarshow@councilofmotoringclubs.asn.au by 16 November 2018. Indicative numbers are fine as this is for early planning purposes.

If your club is celebrating a milestone or a vehicle anniversary, please advise as we may use these in our publicity.

Display terms remain the same as last year:
Vehicles must arrive and be in place 8 and 9.30am.
No movement is permitted until 3pm when the show ends.

Club Booking Form

Club Name: _____

Contact: _____

Email: _____

Phone: _____

No of vehicles: _____

Theme / Special event:

(to help us with publicity, please advise if your club of marque is celebrating a special event or anniversary):

Vehicles sited on paving will need a drip tray (this does not apply to marked parking spaces).

Venue Facilities and Rules

Ascot Racecourse will provide a range of food and beverage options for visitors. BBQs are not permitted but clubs may bring their own picnic lunches. Due to liquor licensing for the event, alcohol may not be consumed on site. Security guards patrolling the venue may confiscate alcohol if found.

The Classic Car Show is a volunteer run event and the organising committee would welcome your assistance. Contact pauvysheil@hotmail.com



Preferred Location: _____

If the same as last year, please advise. Whilst the committee will make every effort to accommodate requests, club display areas may need to be adjusted.



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3.5-litre Rover V8, Supra 5-speed gear box, Borg Warner LSD 3.23:1, competition suspension, 6 rims with Toyo tyres, MSD, 2 barrel Holley carburettor

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